

# REPORT FOR PAST YEAR SUBMITTED CONGRESS BY COMMERCE DEPT.

(By Associated Press)

WASHINGTON, Dec. 13.—Measures for making the most of America's world trade opportunity are foremost in Secretary Redfield's report of the many activities of the department of commerce presented to congress yesterday. The department probably conducts more different phases of government work than any other, and while all are touched upon in the long report, measures for promoting foreign trade and an account of the year's commercial operations stand at the top of the list.

"The visible balance of trade in favor of the United States on merchandising transactions for the fiscal year ended June 30, 1917, was \$2,634,459,905," says the report. "The total of our merchandise export trade was \$6,293,806,000 and of our import trade \$4,659,355,000. During the three months' period from the close of the fiscal year to October 1 the merchandising exports have been \$1,319,213,625, the imports \$729,879,017, and the net visible balance \$589,335,608."

"The department earnestly hopes for the passage early in the session of the so-called Webb bill, now pending in the senate. This measure will have an important bearing in promoting our foreign commerce. It will strengthen one of the weakest points in our foreign trade and will give confidence to many a manufacturer and merchant to undertake foreign business from which now, for lack of the authority this measure will give, he feels himself excluded."

"This country now holds the greatest reserve of gold the world has ever seen. It is a great economic prize. On it, as a secure base, rests our national, state, municipal, corporate and private credits. Let it be seriously diminished and the volume of credits that we can give is thereby diminished also. There are but few ways in which this reserve, based on which our credits depend, can be adequately protected from economic attack. Among these methods are loans abroad, investments abroad, sales abroad, services abroad. By one or another of these methods or by combinations of them we can keep the current of exchange so flowing that our gold reserve may resist serious diminution. In so do-

ing we conserve our power to give credit, which is to say our power to do business on a large scale. This means employment, activity, occupation. We are becoming accustomed to loans abroad. We are beginning but as yet only beginning, to make investments abroad on any considerable scale. We are not yet rendering services abroad on a large scale, such as insurance or transportation."

"We must hold as fully as we can the volume of our foreign commerce intact. If we fail to take these economic movements at their true value, the result will be upon our own heads and we shall only have ourselves to blame. We may, indeed, continue as a going concern, but we can not hold a place of financial and industrial and commercial power in the world unless we keep the credit-giving power. This situation is comparatively new to Americans; it has come upon us suddenly; it has risen out of the shock of war. It is the more necessary therefore to make it plain that if we would prosper to the full we can no longer think the thoughts of former days of relative isolation. We are in the family of a financial and commercial world, and if we would keep our place and influence therein we must play our due part as one of the family."

"The establishment of free ports at strategic points on our coast would be a potent factor in maintaining and extending our foreign trade. Properly placed, constructed, equipped, organized and operated, they would add to the employment of labor and to the returns of capital. By industries and warehouses located in the free port areas, the cost of duty on materials used in the manufacture of articles exported from those ports would be reduced, the cost of cartage might be substantially eliminated, the expense of railway transportation could be lessened. The opportunity for use of our inland waterways could be improved and goods could thus be manufactured for export on the water front in such way as to save much expense. Any who may fear that there will be difficulty in readjusting our costs to meet foreign competition after the war should become advocates of free ports, because through the establish-

ment of industries in such ports it will be possible to save economic wastes which weigh heavily against us, but which under our present system are unavoidable. The processes of manufacturing for export would be greatly simplified when they involved use of foreign dutiable materials and the procedure under the customs law could be made more easy not only without risk of losing revenue, but with possible gain to the taxable values of the country."

"Testimony offered by American business men at home and abroad and by our diplomatic representatives gives assurance that the commercial attaché service is amply fulfilling its mission."

"The results attained during the three years since the commercial attaché service was established call for its extension. At present large and important markets for American products are scantily covered. Some sections are not covered at all. During the last year, urgent requests for the establishment of new commercial

attaché posts have been received from our ambassadors to Italy, Japan, Spain and Mexico, and from the consul general at Calcutta, India, the request from Japan having already been acceded to. In addition, we should have these representatives in Central America, South Africa, the East Indies, Venezuela, Colombia and the West Indies, and, when events shall permit, in Scandinavia and the eastern Mediterranean. Otherwise, our touch with the economic conditions now in process of world-wide readjustment will be inadequate for our national needs."

"American business men who have come in contact with the commercial attaches in the course of their travels express their high valuation of the assistance given by the attaches. Manufacturers and exporters have been unanimous in expressing their gratitude of the benefit derived by the reports and the other advices through this service. The work done by the commercial attaché is distinctive; it does not involve duplication of work performed abroad by the consular service or by our own traveling agents."

## NEW YORKERS CHILLY.

(By Associated Press)

NEW YORK, Dec. 13.—A company operating 140 houses in this city today began shutting off heat for four hours in the middle of the day because of the shortage of coal.

## BENNY LEONARD WINS FROM PATSY CLYNE

(By Associated Press)

PHILADELPHIA, Dec. 13.—Benny Leonard, the lightweight champion, had a little the better of the six-round bout with Irish Patsy Clyne of New York here last night. The fight was hard and fast and Clyne made the champion box at top speed in every round. Leonard weighed 134 1/4 pounds and Clyne 134 1/2.

Each man landed hard jolts and fought so hard in the exchanges as to repeatedly bring the spectators to their feet. Leonard showed more ring generalship and deftly sidestepped or ducked Clyne's terrific rushes.

## URGE SUPPLY BOARD.

(By Associated Press)

PHILADELPHIA, Dec. 13.—A war supply board, taking the place of the various priority, purchasing and other war industrial boards at Washington and with complete and dictatorial control over purchases, manufacturing and transportation of all war materials, labor disputes, employers' profits and wages was urged yesterday by the Philadelphia Bourse in resolutions adopted by its board of directors.

## STATEMENT ON WAR PROMISED BY GEORGE

(By Associated Press)

LONDON, Dec. 13.—In moving a vote of credit of 550,000,000 pounds in the house of commons, Andrew Bonar Law, chancellor of the exchequer, announced that the premier would not speak on this subject, but would make a special statement regarding the war before the Christmas holidays.

The chancellor said that when the last vote was moved, on October 20, for 400,000,000 pounds, it was supposed that this sum would meet the expenditure until the first week in January. That had been realized and it was now estimated that this credit would last until January 9. The average daily expenditure for sixty-three days preceding December 1 was \$6,734,000 pounds, an excess expenditure over the budget estimate of 1,383,000 pounds daily.

The total excess over the budget estimate was 309,000,000 pounds. But from that was to be deducted the expenditure which had been recovered or was recoverable, and he estimated that sum at 225,000,000 pounds.

Jones' apple cider just arrived at Hall Liquor company. Six bits a gallon. advN231f

## LOTHROP-DAVIS CO.

Sole Agents



## National League For Woman's Service

A registration of the woman strength of the country. Voluntary and paid service in case of need. For registration blanks and further information, apply Mrs. Hugh Brown, Tonopah, Chairman for Nevada.

## Pioneer Dairy

Joe and Louis Serventi, proprietors

STERILIZED PRODUCTS  
MILK AND CREAM  
MORNING AND EVENING  
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Courteously, generously helped and enjoy pure food, if you go to

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TONOPAH, NEVADA

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San Francisco and return,  
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TAKING ORDERS AND FILLING THEM  
AUTO REPAIRS A SPECIALTY  
TONOPAH, NEVADA

## THE TONOPAH BANKING CORPORATION

The Liberty Bond is Uncle Sam's Promise to Pay and He is  
Worth \$250,000,000,000

Directors: H. C. Brougher Hugh H. Brown W. Brougher  
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CAPITAL, \$100,000

## HALL LIQUOR CO.

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Jack Beam Whisky from Early Times Distilling Company—Pride of  
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Agent for Dry Climate, M. & O., Italian Swiss Colony Wines.

## TONOPAH, NEVADA

MAIN ST.

PHONE 212

# Southern Pacific Company

To the Public:

A greater freight tonnage has been handled by the Southern Pacific Company during 1917 than in any previous year. There has at times been detention to shipments and shortage of equipment that has caused disappointment, which the Officials of the Company, though doing their utmost, were entirely unable to avoid. To those inconvenienced, we desire to express the regret of the Officials of the Company. With winter close at hand, it is expected there will be a decided falling off in business offered, which will tend to stop car shortage and detention to shipments.

Looking to the future needs of the country served by the Company, President Sproule announces that orders have been placed for new equipment, as follows:

65 Locomotives.	1000 Automobile Cars.
3000 Box Cars.	400 Gondola Cars.
1000 Flat Cars.	2700 Modern Refrigerator Cars.
600 Oil Tank Cars.	20 Baggage Cars.

As every locomotive and car manufacturing plant in America is doing work for our allies, time of delivery of this new equipment is uncertain, but to keep going, our president is having ten locomotives and several thousand cars built in the Company shops—forty of these cars were recently built in the Sparks shops and are now in service. The expenditure for this new equipment will exceed twenty-four million dollars.

The Southern Pacific Company is Nevada's greatest asset—its pay roll within the state is over three million dollars annually, the pay roll of Sparks and Reno is over \$90,000.00 per month. The Southern Pacific Company pays to Nevada over \$1,700.00 taxes every day in the year, including Sundays and Holidays. In several counties of the state, the company pays over half of the entire tax. In one county, the Southern Pacific pays four-sevenths of the tax—that county is now building a school house, the cost of which will be \$85,000.00; of this the Southern Pacific will pay four-sevenths, or \$48,000.00.

In attempting to secure a greater population for Nevada, we have up to this date issued four different books—in no one case less than 50,000 copies—that treated entirely on Nevada, its resources and the opportunities offered. In 1911 certain California men conceived the idea of a Beet Sugar Factory; we entered in heartily and by encouraging the project with rates, and expenditure of over \$20,000.00 for facilities, succeeded in getting the Beet Sugar Factory erected at Fallon. It is now in strong hands and will succeed.

To encourage agriculture in Nevada, several years ago a Branch Line was built from Tuslaco to Metropolis, where an agricultural project was getting under way—the good result hoped for has not yet been realized.

The Southern Pacific Company has to date bought ten million dollars' worth of Liberty Bonds; this was divided according to mileage in the different states—\$500,000 going to Nevada. The Company has also bought and is carrying over three million dollars' worth of bonds for its employees, \$100,000 for its Nevada employees, who are securing them by making twenty-four monthly payments, all of which has been credited to Nevada purchases. Wages paid employees, hospital service and pension system of the Company are second to none in the world.

Seventy-five per cent of the people of Nevada appreciate the fact that the Southern Pacific Company is the great life blood of the state. Its policy in trying to build up the state has been to get behind the producer and render such assistance as is needed to market anything produced. This for the reason that a community, state or nation is prosperous according to that which it produces and sells. The rate on hay, potatoes, onions, ores, or livestock are helpful rates, many times close to actual cost of the service performed in moving to market. These low rates have been in effect for over thirty years—there has been no advance. The Southern Pacific Company, twenty years ago, inaugurated a system of allowing livestock from Utah, Idaho, Montana, Colorado or Wyoming to be shipped to California on a through rate to be stopped one year in Nevada for feeding purposes, then go on to market at the through rate. This has resulted in marketing every ton of hay the state of Nevada can produce.

The record of the Southern Pacific Company for safety of passengers and employees is one that all connected with the Company are proud of. There has not been a passenger's life lost on account of train accident on the Southern Pacific Company's lines for over eight years, during which time hundreds of millions of passengers have traveled on that Company's lines. This is an unequalled record, and is accomplished only by the most stringent care to the smallest detail.

The Southern Pacific Company is of Nevada, interested in its prosperity and development and the welfare of its people.

J. M. FULTON,

ASST. GEN. FRT. &amp; PASS. AGT.,

RENO, NEVADA.